

C.6 Sammamish Valley Neighborhood Policies

The Sammamish Valley is bound on the north by the Redmond city limits, on the south by Downtown Redmond, on the east by the Redmond-Woodinville Road, and on the west by Willows Road.

Neighborhood Vision

- From NE 102nd Street in Redmond north into Woodinville, the Sammamish Valley is a productive agricultural area. Farmers grow vegetables and flowers for local farmers' markets. City residents visit farms to buy seasonal vegetables. Other crops are also grown in the valley.
- Maintaining the valley for agriculture has protected development from many natural hazards, including flooding, excessive earthquake damage, soil subsidence and wetlands that are difficult to develop. It has protected Aquifer Recharge Areas.
- Recreational uses occur in the valley. King County has a linear park on both sides of the Sammamish River running from Bothell to Marymoor Park and another park along 116th Street NE. Measures have been taken to reduce potential adverse impacts from the parks on agriculture.
- South of NE 102nd Street is a manufacturing and research and development area. A mixed-use office park has developed immediately west of Downtown, with some residences on floors above offices.
- On the east side of the valley, the slopes have also remained forested, with residential uses on the relatively flat land on top of the slopes. North of Downtown is a moderate-density residential neighborhood that takes advantage of the natural environment along the river and has protected the high-quality wetlands on the site.

Neighborhood Policies

The forested slopes along the Sammamish Valley are an important element of Redmond's character. These areas have Comprehensive Plan designations intended to protect these slopes. The following policy further

defines the parts of these properties that should be developed and those that should be protected.

N-SV-1 Development on the west side of Redmond-Woodinville Road shall be clustered on the relatively flat areas above the slopes. The wooded character of the slopes shall be retained.

N-SV-2 A master plan shall be prepared as a condition of development for the property north of the Puget Sound Energy right-of-way, west of Redmond-Woodinville Road, east of the Sammamish River Trail right-of-way, and south of Valley View Estates. The master plan shall reflect the following policy direction and address the issues identified below:

- Development shall take place outside the Sammamish Valley and outside the steep wooded slopes on the property.
- The maximum total density on the property west of the 160th Avenue NE alignment and outside the valley and steep wooded slopes shall be four units per acre. If any housing units are transferred from the Sammamish Valley and the steep wooded slopes on the property, the transferred units may increase the density in the area above four housing units per acre.
- The residential density allowed on the various parts of the development shall vary from low-density (two to three units per acre) in the north to moderate densities (four to five units per acre) in the middle and higher low-moderate densities (six units per acre) on the southern portion of the property.
- The maximum densities on the property between 160th Avenue NE and the Redmond-Woodinville Road shall be six to eight units per acre. A 50 percent density bonus may be awarded for this property to provide for senior

housing that has the appearance of single-family residences through the use of design elements typical of single-family residences. These elements should include a pitched roof covered with nonmetallic material, an entry that is noticeable from the street, a chimney form, and frames around each window. These structures shall be no higher than three stories.

A potential adverse impact of development on nearby agricultural uses is trespass. Persons trespassing onto farmland may purposefully or inadvertently damage fences and crops. They also may take some crops. Trespass can be reduced by separating uses, such as siting residential uses on the top of slopes away from agricultural areas, as required by the prior policy, or including measures such as tall fences to reduce trespass.

N-SV-3 Measures shall be taken to minimize the potential for trespass on the lands in the Sammamish Valley from nearby nonagricultural developments.

N-SV-4 Development of the area adjacent to the Sammamish Valley, west of Redmond-Woodinville Road, and north of NE 116th Street shall be required to protect significant tree stands, views from the valley and maintain the rural quality of the site. Development of the area shall be required to protect agricultural lands and to minimize the potential of trespass and overspray. Measures to protect agricultural lands include setbacks on new development, density limitations, and stormwater measures to prevent runoff from flooding agricultural lands.

N-SV-5 Businesses located along the Sammamish River south of the Puget Sound Energy right-of-way should be allowed and encouraged to include amenities and businesses that front on the river.



Sammamish Valley neighborhood

C.7 Southeast Redmond Neighborhood Policies

Neighborhood Vision

Southeast Redmond is a neighborhood in which people enjoy living, working, recreating, shopping and more. Its diverse land uses coexist for the benefit of residents and employees, and long-term investments in transportation, parks, and the environment have improved the quality of life for everyone.

With features such as gateways and places that celebrate the neighborhood, Southeast Redmond has maintained a strong sense of identity and inclusiveness. The neighborhood is vibrant and provides a variety of choices for living, working, shopping and more. Southeast Redmond has attracted a variety of new employers and is economically significant. At the same time, Southeast Redmond is strongly connected to the natural environment given its location at the edge of the urban growth area and its proximity to Bear Creek, Evans Creek, Lake Sammamish, and Redmond's drinking water aquifer.

Investment in public infrastructure has established a network of efficient connections to help people travel between transit centers, residential areas, entertainment, employment areas, and other neighborhood destinations.

Overall, the Southeast Redmond neighborhood:

- Provides a high-quality place for people to live and work in close proximity to Downtown with convenient access to transit;
- Offers a variety of opportunities to live, learn, invest and work as a complement to Redmond's Downtown and Overlake urban centers;
- Includes many modes of safe and convenient transportation from light rail to long-haul transport to walking and bicycling;
- Maintains its unique identity and neighborhood character through sound investments in the built environment, innovative and sustainable infrastructure, and natural areas;
- Provides a variety of opportunities for people to engage and connect, including through stewardship projects and at neighborhood gathering places; and
- Preserves long-standing business opportunities as well as a spirit of entrepreneurship through which new businesses can locate, adapt, and grow within the

neighborhood.

Neighborhood Character

Southeast Redmond is located at Redmond's eastern edge, which is also the edge of King County's urban growth area. The incorporated part of the neighborhood is generally bounded by Bear Creek and Evans Creek on the north, the city limit on the east, Lake Sammamish and Marymoor Park on the southwest, and SR 520 on the west. Marymoor Park is unincorporated though is part of the neighborhood for planning purposes.

The neighborhood includes six distinct subareas as shown in Map N-SER-I.

1. The **Marymoor Subarea**, located southwest of Redmond Way and adjoining Marymoor Park, today features an eclectic mix of manufacturing, education, distribution, research and development, and religious uses. This is the future home of the Southeast Redmond Light Rail Station and so this subarea will serve a significant number of regional commuters in addition to local travelers.
2. The **Regional Retail Subarea**, located between SR 520 and 178th/180th Avenue NE and north of Redmond Way, is characterized by large regional retail uses and research and development. While most people access these services by car, a number of people around the neighborhood access them on foot despite the limited quality of the pedestrian environment. Efficient vehicular travel along 178th/180th Avenue NE and NE 76th Street is important to help support local businesses.
3. The **Redmond Way Subarea** features a variety of residential, goods and services, and employment-based land uses and, in combination with East Lake Sammamish Parkway, serves as a significant gateway to the neighborhood and city. Today, Redmond Way divides the neighborhood for pedestrians so this plan focuses on creating a variety of effective and safe travel choices that help people move comfortably through the neighborhood.
4. The **Central Subarea** represents the neighborhood's manufacturing, warehousing, and distribution core. Between Redmond Way

on the south and Bear Creek on the north, this subarea provides the bulk of the neighborhood's employment opportunities in settings ranging from office parks to large-scale manufacturing and distribution facilities. Freight traffic is significant in this subarea and is expected to continue to be important throughout the life of this plan.

5. The **Northeast Subarea** is Redmond's industrial core. Careful siting of buildings, vegetated buffers and parks, and campus settings will help support a transition from single-family residential areas in the south to heavy industrial areas in the north. This subarea includes Southeast Redmond's neighborhood park which over time will provide a variety of amenities to help meet the needs of neighborhood residents and those who work in the vicinity. Nonmotorized connections and trails will also help people connect with parks and regional trails located to the east of the neighborhood.

6. The **Evans Creek Subarea** is predominantly residential. It includes the largest concentration of single-family homes in Southeast Redmond—Woodbridge—as well as a number of large multifamily homes closer to Redmond Way. This is also the most recently developed portion of Southeast Redmond, having been developed in the early 2000s. The east edge of this subarea abuts the rural area and, though nearby to manufacturing and industrial uses, is noticeably quieter.

N-SE-1 Use entryway elements to foster Southeast Redmond's neighborhood character and welcome people to Redmond. For example, consider an entryway element at Redmond Way and East Lake Sammamish Parkway.

N-SE-2 Plan for and provide opportunities for art throughout the neighborhood. For example, ensure opportunities in the planning process for including art as part of the future light rail station and park and ride

facility, consider placing art at city and neighborhood entryways, promote the installation of art at private entryways such as for businesses and commercial uses, and consider opportunities for display of rotating and local art.

N-SE-3 Maintain opportunities for continued diversity of residential, employment, shopping, recreation, and other activities.

N-SE-4 Strengthen the neighborhood's connection to the natural environment such as by incorporating sustainable stormwater solutions.

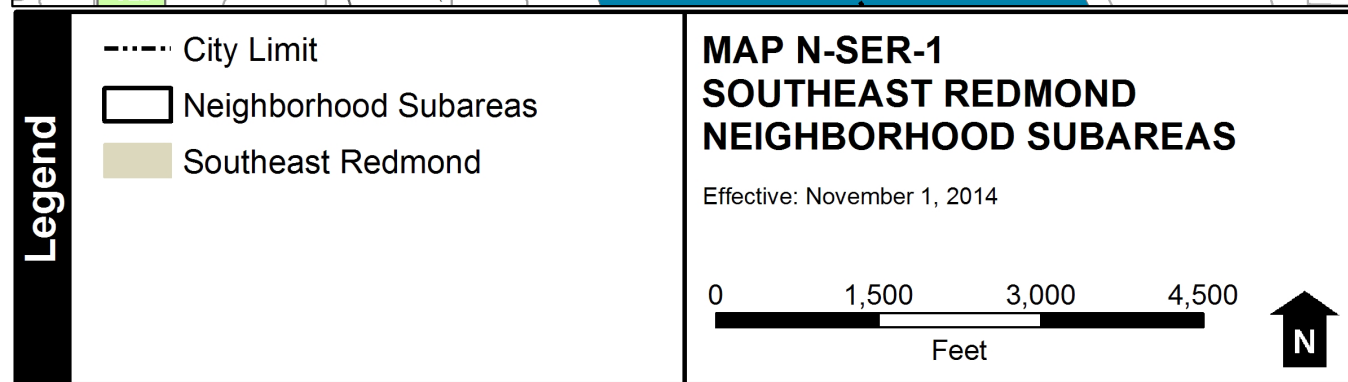
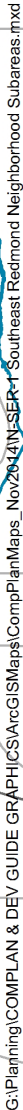
N-SE-5 Plant and maintain trees and vegetation along the bluffs above the Red Brick Road to buffer views of urban development from the road and adjoining rural uses.

N-SE-6 Protect the historic significance of the Red Brick Road (196th Avenue NE) by minimizing new vehicle access points.

N-SE-7 Promote neighborhood communication and inclusiveness such as through neighborhood meetings, checking in regarding neighborhood priorities and other opportunities for people to remain informed and share feedback regarding City and neighborhood topics.

Natural Environment

Southeast Redmond is located adjacent to Bear Creek, Evans Creek, and Lake Sammamish, and is situated over Redmond's drinking water aquifer. Because of Southeast Redmond's proximity to the aquifer, it is especially important here to focus on retaining the aquifer's high quality and volume. Redmond has citywide policies and regulations in place to protect and enhance the quality of these natural assets. This neighborhood plan emphasizes how



people who live, own businesses, and work in the neighborhood can partner with each other and with the City to contribute to a clean and healthy local environment. For example, policies address innovative approaches to development that implement Redmond's sustainability principles.

N-SE-8 Continue to work cooperatively with neighborhood businesses to develop mutually beneficial approaches to environmental issues such as stormwater management.

N-SE-9 Require new development and redevelopment to include techniques that support clean aquifer recharge, as feasible.

N-SE-10 Retain aquifer recharge capacity and protect, manage, and encourage vegetated areas to facilitate groundwater recharge.

N-SE-11 Employ targeted outreach to urge the use of less hazardous chemicals by businesses and homeowners to reduce impacts to stormwater, groundwater, and streams.

Bear Creek and Evans Creek are important salmon habitat and also provide beauty and recreation for residents and employees. Planning for salmon recovery happens mainly at the regional level, but local actions can still improve salmon habitat.

N-SE-12 Support City and regional actions to protect and restore Bear and Evans Creek for habitat, natural beauty, and peaceful recreation.

N-SE-13 Provide opportunities for neighborhood stewardship of the natural environment through a variety of strategies, such as creek-side planting and home and business best management practices.

Much of Southeast Redmond developed without modern stormwater infrastructure. In addition, large parts of the neighborhood are low-lying, causing frequent flooding

during the wet season. Large-scale ponds and vaults in low-lying areas with high water tables can be difficult to develop, making low-impact techniques attractive.

N-SE-14 Reduce impacts from stormwater runoff by, for example, limiting impervious surface area, using site-appropriate low-impact development practices, or using other retrofit techniques. Design regulations to allow developers to work within the natural constraints of the land, especially in the Marymoor Subarea, where shallow groundwater and a lack of a stormwater outfall will require creative designs on the part of developers.

N-SE-15 Apply natural drainage (low-impact development) or other techniques for new right-of-way where appropriate, such as in low-lying areas near Marymoor Park, to reduce the need for centralized stormwater management systems where such systems would be challenging to develop.

Having residential and industrial uses in close proximity in the eastern part of the neighborhood has caused friction over time. Residents and business representatives have often developed solutions themselves. This plan calls for continued cooperation as well as zoning standards that reduce friction points.

N-SE-16 Facilitate collaboration between businesses and residents to address dust and odor issues.

N-SE-17 Implement green infrastructure, such as habitat areas and urban greenscapes, that helps mitigate issues regarding dust and odors. Use neighborhood stewards to help achieve this.



Educational opportunities at Lake Washington Institute of Technology



Housing choices near employment

Land Use

The Southeast Redmond Neighborhood is Redmond's most diverse neighborhood in terms of land use, and will likely carry that distinction for many years to come. There are six subareas, all described earlier: Marymoor, Regional Retail Subarea, Redmond Way, Central, North-east, and Evans Creek. These areas combined constitute a neighborhood with a high quality of life with places to live, work, shop, and recreate. This Neighborhood Plan continues that direction while planning for significant change in the Northeast and Marymoor Subareas.

Southeast Redmond will continue to be Redmond's manufacturing center, and will also welcome additional retail and service businesses, especially in existing commercial centers and near the light rail station. Walkable destinations such as small-scale commercial businesses will help create additional employment opportunities, strengthen the local economy, and offer places for community gathering and culture.

Unlike Downtown and Overlake, Southeast Redmond is not one of Redmond's urban centers. Among other things, that means that the plan for Southeast Redmond accommodates uses at lower levels of intensity and continues to support more intense manufacturing and industrial uses. Even so, this plan incorporates transit-oriented development to take advantage of the future light rail station in Southeast Redmond.

N-SE-18 Grow and support Southeast Redmond's variety of activities and land uses. Through this, support Redmond's sustainability pillars of strong employment, a healthy environment, and social equity.

N-SE-19 Maintain land use and zoning that, in addition to residential areas, supports a variety of business types and employment opportunities, fostering neighborhood resiliency particularly in the context of economic changes.

N-SE-20 Complement Redmond's urban centers by planning for mid-density residences, regional retail, neighborhood retail, manufacturing and business parks, and industrial uses.

Housing

Few opportunities remain for new single-family development in Southeast Redmond. Still, as opportunities become available, innovative housing types should be encouraged to provide additional housing choices. There is considerable opportunity for additional townhome- and apartment-style living in the neighborhood, such as near the future light rail station, and it is important to the neighborhood to ensure that these opportunities are available to people at a range of income levels.

- N-SE-21 Encourage alternative single-family housing types, such as cottages, small-lot short plats, and single-family attached homes, to add to the variety of single-family housing types in Southeast Redmond.**
- N-SE-22 Ensure housing opportunities in Southeast Redmond that are affordable to all economic segments of the population by requiring that a portion of the units in all new developments of 10 units or more be affordable as specified in the Redmond Zoning Code and Municipal Code. Pursue opportunities to increase the number and affordability level of dwellings through combining land use requirements and other programs such as the Multifamily Tax Exemption.**

As part of any rezone that increases residential capacity, require an additional portion of the units to be affordable to low- and moderate-income households.

Economic Vitality

Southeast Redmond is Redmond's principal location for manufacturing and the only part of Redmond that allows industrial uses. As the nature of manufacturing evolves over time, it will be important for Southeast Redmond to be an attractive destination for business

types that may not exist today. To that end, this plan focuses on flexibility in zoning and making land available for these kinds of uses.

- N-SE-23 Foster new opportunities for businesses by zoning land in the Northeast Subarea for employment uses.**
- N-SE-24 Use elements of performance zoning in the Northeast Subarea and Marymoor Subarea to attract a variety of new businesses and employment activities, such as business campuses, and reduce negative impacts to nearby residents.**
- N-SE-25 Retain opportunities for industrial businesses in the northeast corner of the neighborhood.**

Subarea Land Use Policies

Regional Retail Subarea

The Regional Retail Subarea is located at a major transportation crossroads and so is highly visible. Because of its size, the nature of surrounding development and proximity to transportation corridors, the Regional Retail Subarea is an appropriate location for a mix of business and commercial uses, including regional retail/wholesale uses; general, professional and mixed offices; business park uses; hotel/motels; corporate headquarters offices; and support services.

- N-SE-26 Allow high-technology research and development facilities; associated light assembly and warehousing; other manufacturing uses with similar character, intensity and impact; support services; regional retail/wholesale uses; office uses, including corporate headquarters and regional offices; and hotels/motels.**

- N-SE-27 Encourage development that is sensitive to natural features and that will enhance the entryway to the city.**
- N-SE-28 Restrict uses that tend to locate in smaller commercial spaces; encourage those uses to locate in other commercial zones or in Downtown or Overlake mixed-use zones.**
- N-SE-29 Continue to preserve the tree stand at the south end of the Regional Retail Subarea adjacent to Redmond Way.**
- N-SE-30 Use building materials that provide a pleasing transition from trees and other natural features through the use of color and texture.**
- N-SE-31 Minimize views of large areas of asphalt by using landscaping, berms, building placement, or other effective techniques.**
- N-SE-32 Maintain one or more significant architectural entry features to serve as landmarks, including an area for public art and a feature recognizing the Snoqualmie Tribe's historic use of the property.**
- N-SE-33 Provide for safe and comfortable pedestrian and bicycle circulation within the subarea and to and from the subarea.**

Marymoor Subarea

The Marymoor Subarea is home to a wide variety of uses including high-tech manufacturing, graphics production, schools and colleges, video game research and development, catering, breweries, fitness centers, and religious facilities. It also is a low-lying area close to Bear Creek and Lake Sammamish, creating opportunities to embrace the natural environment and redevelopment challenges

due to high groundwater.

The area's proximity to Marymoor Park combined with the extension of light rail will create pressure for change. The light rail will bring increased local and regional transportation options and opportunities for transit-oriented development. Land use changes will create opportunities for people to live, work, and shop near transit. Recognizing that, this plan emphasizes supporting businesses as they grow and change, including space for artists, and creating opportunities for new housing affordable at a range of incomes near Marymoor Park. It also recognizes the need for multidisciplinary infrastructure planning in the near future to support the vision for this area. The vision is for a walkable, denser subarea that features opportunities for living, employment, community gathering, education, shopping, and traveling to other Redmond and central Puget Sound destinations.

The Marymoor Subarea and a portion of the adjacent subareas are a designated Local Center reflective of the planned population and employment growth and transit service for this area. Designated local centers are activity nodes where employment, services and housing are accommodated in a compact manner at sufficient densities to make efficient use of urban land and support transit and other multimodal access.

The Marymoor Local Center is shown in Map N-SER-2.

N-SE-34 Repealed.

N-SE-35 Repealed.

N-SE-35.5 Implement a land use transition strategy in the Marymoor Design District to effect a transition from existing uses to land uses that are consistent with the subarea vision in a way that allows for the continued economic vitality of existing and future manufacturing uses and encourages the reasonable expansion, modification and re-leasing of existing properties over the their useful economic lives. The five core concepts of the strategy are:

- Expanding allowed uses such that multifamily homes, where allowed, are built when the market demands them while not making existing uses non-conforming, and

continuing to allow other land uses that exist in the subarea as allowed uses.

- Maintaining reasonable investment thresholds that, when exceeded, would trigger requirements for compliance with the site and design standards, such as site and building design, that are consistent with the vision.
- Allowing the land use transition to occur according to market conditions and not establishing timing triggers that would create non-conforming uses or otherwise require uses to change on a pre-determined schedule, especially considering the challenges of redeveloping areas covered by binding site plans.
- Using development incentives to encourage the transition and achieve public goods such as public parks or plazas.
- Ensuring that new uses accommodate the operations of manufacturing park uses through site design for compatibility and requiring notice to perspective residents that the subarea has active manufacturing activities and is adjacent to a regional park with loud events.

N-SE-35.7 Implement zoning regulations consistent with the transition strategy outlined above, the results of the 2016 Marymoor Subarea Infrastructure Planning Study, and the land use concept shown in Figure N-SE-1.

N-SE-36 Support the extension of light rail to Southeast Redmond as shown in Map TR-1. Leverage the investment in light rail to create a walkable subarea with ample connections to Marymoor Park, local and regional transit, and the rest of the neighborhood.

N-SE-37 Use zoning regulations and public investments to facilitate opportunities for housing, employment, community gathering,

education, and small-scale shopping in this subarea.

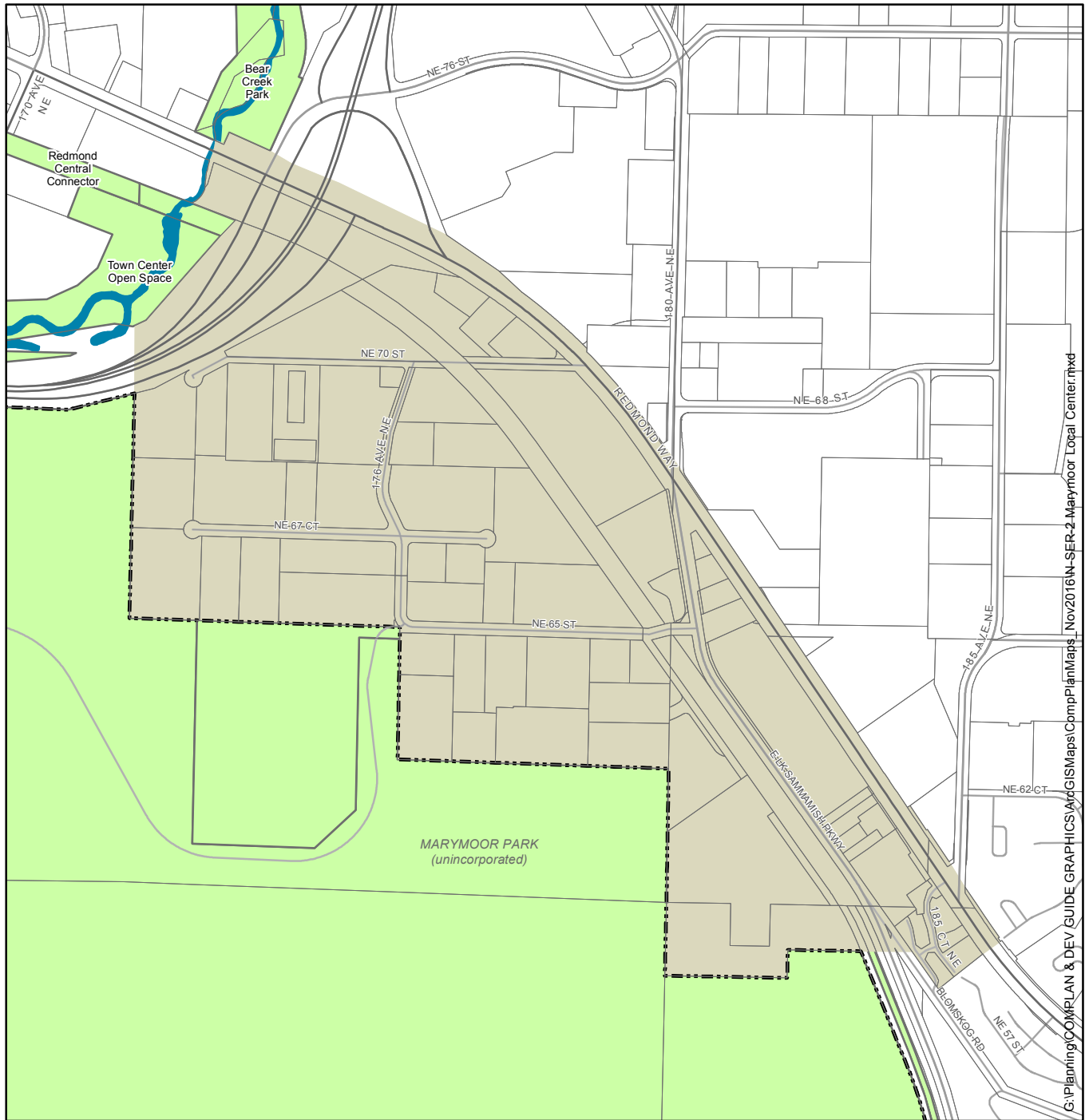
N-SE-38 Support business growth and adaptation in this subarea by implementing zoning that emphasizes performance standards over use standards. Cap general retail and service uses to encourage the location and growth of businesses in primary industries.

N-SE-39 Focus employment growth in a mixed-use context nearest the light rail station. Focus residential growth near Marymoor Park. Accommodate at least 700 new homes in the subarea or other parts of Redmond to offset reductions in residential capacity in the Northeast Subarea.

N-SE-40 Incorporate housing into the Marymoor Subarea that is walkable to the station. Maintain opportunities for transit-oriented development that includes housing capacity in close proximity to the light rail station and for housing capacity in the areas closest to Marymoor Park.

N-SE-41 Prepare station area plans in cooperation with Sound Transit and other stakeholders to guide updates to policies and implementation measures. Key opportunities include creating opportunities for transit-oriented development and developing a multimodal transportation system.

N-SE-42 Design new structures adjacent to Marymoor Park to take advantage of the park as an amenity, such as by creating connections to the park, placing common areas near the park, or facing windows onto the park.



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Legend

- Parcels
- City Limit
- Marymoor Local Center

MAP N-SER-2 Marymoor Local Center

Effective: June 17, 2017

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- N-SE-43** Soften the transition between the Marymoor Subarea and Marymoor Park while maintaining views from the subarea into the park.
- N-SE-44** Improve wayfinding to key nearby destinations such as Marymoor Park, the light rail station, East Lake Sammamish Trail, and the Redmond Central Connector.
- N-SE-45** Improve subarea connectivity and light rail station access by planning and implementing a grid of public, complete streets and pathways as shown in Map N-SER-2. Ensure that blocks are generally 400 feet or less in length, recognizing that Map N-SER-2 shows street and pathway connections in conceptual locations. Use the public realm as an opportunity to introduce additional natural character and green infrastructure to the subarea.
- N-SE-46** Plan for a safe and convenient crossing of Redmond Way near the light rail station to provide better nonmotorized access to the station from the northeast.

Redmond Way Subarea

The Redmond Way Subarea is the commercial corridor that extends along the south side of Redmond Way from the SR 520 interchange to just beyond the intersection with 180th Avenue NE. A portion of the commercial corridor extends to the north side of the street around 180th Avenue NE. This corridor is characterized by a wide variety of commercial uses that are largely dependent on vehicle traffic. These uses serve both local neighborhood traffic and regional traffic passing through Southeast Redmond.

The need for auto-oriented commercial uses here is expected to continue as the area around it continues to grow. This plan continues the focus for general retail uses along Redmond Way and discourages expansion of retail uses into the Central Subarea so as not to erode Redmond's land base for manufacturing and related uses.

- N-SE-47** Maintain zoning that allows for general retail uses in the Redmond Way Subarea to serve both local and regional users.
- N-SE-48** Restrict land uses, such as major office and walk-up retail, which are more appropriate for Redmond's urban centers.
- N-SE-49** Reserve land for manufacturing and related uses in the Central Subarea.

Central Subarea

The Central Subarea is Redmond's manufacturing and distribution hub, and is an important jobs location. Although natural features are not immediately obvious, the aquifer under this subarea is particularly productive. The subarea extends east from the Regional Retail Subarea to 188th Avenue NE and north from Redmond Way to Bear Creek and Evans Creek. Most of the subarea is zoned Manufacturing Park, with some portions zoned Business Park. Among other things, businesses in this subarea manufacture industrial equipment, distribute parcels, cater events, develop new software products, manage food service operations, and manufacture aircraft equipment.

- N-SE-50** Continue to encourage manufacturing, distribution, and industrial uses in the Central Subarea.
- N-SE-51** Support the Central Subarea as a significant jobs location in the following ways:
- Support citywide partnerships with business and community interests such as OneRedmond;
 - Monitor changes in the economy and adjust zoning regulations as needed; and
 - Restrict incompatible uses in this area, such as stand-alone housing, general retail, and mixed-use developments.

Northeast Subarea

The Northeast Subarea features land use and zoning that transitions from single-family residential in the south to manufacturing and industry in the north in order to

provide opportunities for land-intensive employment uses and buffer residential areas from industrial areas. Over time this area will demonstrate techniques for successfully locating living and working opportunities in close proximity of one another.

N-SE-52 Maintain a Northeast Design District zone using elements of performance zoning that fosters opportunities to live, work and recreate in close proximity and in a manner that appropriately transitions between land uses of different intensities. For the Northeast Design District, maintain development regulations to achieve the following:

- Accommodate 140 to 170 dwellings east of Southeast Redmond Neighborhood Park and south of the 7100 block at a density of approximately 12 to 18 units per acre. In this same area allow recreation uses and medium-intensity business park uses; and
- Accommodate a broad range of business park activities in the balance of the Northeast Design District, including those business park activities allowed in the above bullet point as well as manufacturing and outdoor storage.

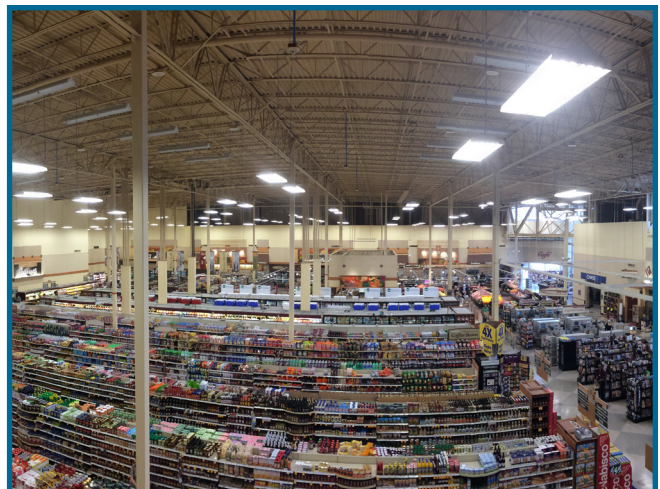
N-SE-53 Require master planning for new development in the Northeast Design District.

N-SE-54 Maintain Industry zoning in the northern part of this subarea.

N-SE-55 Provide a variety of mobility choices and connections within this subarea including nonmotorized connections to the Bear-Evans Creek Trail system and multimodal routes



Evans Creek



Access to daily goods and services



Multimodal travel choices



Routes for business travel

to the north and west to provide a grid-based travel network. Ensure that pedestrian and bicycle connections, which may be part of multimodal connections, are generally no more than 500 feet apart. Complete the connections generally as shown on Map N-SER-2, recognizing that locations shown on the map are conceptual.

N-SE-56 Establish vegetated street and nonmotorized connections in the Northeast Design District to provide for additional buffering between land uses of different intensities.

N-SE-57 Design north-south streets to avoid creating direct visual corridors from low-intensity to high-intensity areas in the Northeast Design District.

N-SE-58 Plan for and design the 192nd Avenue NE corridor between NE 68th Street and Union Hill Road as follows, moving from south to north:

- Residential green corridor: where 192nd Avenue NE is adjacent to residential development in the southern portion of the design district, incorporate high-comfort pedestrian and bicycle facilities, broad street-side planting strips, canopy-forming and large species vegetation, and narrow vehicular travel lanes;
- Design the intersection of 192nd Avenue NE and the first east-west street north of Woodbridge to encourage through traffic to turn west toward 188th Avenue NE instead of entering Woodbridge;
- Campus green corridor: where the street is adjacent to moderately intense uses, incorporate supportive, multimodal infrastructure including comfortable facilities for pedestrians and bicyclists, moderately wide street-side planting strips,

a variety of vegetation including canopy-forming and large species vegetation that increases in density from north to south, a vegetated median, and vehicular travel lanes; and

- Industrial corridor: where the street is adjacent to higher-intensity uses, support efficient travel for large and heavy vehicles associated with industrial and manufacturing land uses through a design that meets citywide arterial street standards.

Emphasize east-west nonmotorized and multimodal connections along the length of 192nd Avenue NE to promote walking and bicycling and to provide connections to regional trails and to high capacity transit services.

N-SE-59 Design and site buildings, landscape features, or other elements to establish structural buffers between land uses with different intensities. Include dense, multistory evergreen landscaping to enhance the buffering effect.

N-SE-60 Select and maintain species for landscaping in residential areas to provide vegetation that is tiered and multistory at maturity and will supplement buffers and transitional areas.

N-SE-61 Incorporate design elements and amenities that foster a sense of place and neighborhood character in new developments in the Northeast Design District. Include elements such as pedestrian-scale street lights, seating along sidewalks and trails, pocket parks and children's play areas, small outdoor recreation areas such as basketball courts, open areas for impromptu recreation such as volleyball, artistic features, and landscaped entryways.

N-SE-62 Encourage development of community gardens that are in close proximity to residences.

N-SE-63 Maintain Neighborhood Commercial land use designation and zoning immediately north of Southeast Redmond Neighborhood Park.

Evans Creek Subarea

The Evans Creek Subarea is the residential portion of Southeast Redmond. It is generally located in the south-east corner of the neighborhood. Homes here—both single-family and multifamily—are located within a short commute to thousands of jobs. Most homes were built in the 1990s and 2000s, making homes in this neighborhood relatively new compared to other parts of Redmond. This subarea is desirable for residents for these and other reasons. At the same time, many homes are near manufacturing and industrial operations that have operated for decades. This plan emphasizes improving residential quality of life while retaining and attracting businesses to Southeast Redmond.

N-SE-64 Use building siting, street alignment, on-site landscaping, vegetated buffers, and other techniques to improve buffers between residential and higher-intensity uses.

N-SE-65 Provide, where feasible, additional vegetation in street-side planter strips of 188th Avenue NE from Redmond Way to NE 68th Street.

N-SE-66 Encourage developers and builders to cluster residential development away from existing manufacturing and industrial uses.

Transportation

Southeast Redmond is at the confluence of four regional commute routes: SR 520, Avondale Road, Union Hill Road, and Redmond Way. In addition it is a hub for parcel distribution activity. During peak hours these routes can be severely congested.

Light rail will reorient how thousands of regional commuters, Southeast Redmond residents, and Southeast Redmond employees use the transportation system in Southeast Redmond. This plan leverages the light rail investment and focuses on improving the travel choices, consistent with citywide transportation policy and the Transportation Master Plan.

- N-SE-67 Work with transit agencies and other partners to improve transit service as an alternative to driving alone, especially in the eastern part of the neighborhood where there is less transit service. Pursue improvements to local routes, access to regional routes, and park and ride access, and explore alternative transit service options.**
- N-SE-68 Explore and implement creative ways to reduce conflicts between vehicles and nonmotorized street users.**
- N-SE-69 Find ways to enable pedestrians and bicyclists to safely cross Redmond Way to access homes, transit, jobs, services, and Marymoor Park. For example, encourage pedestrians to use shorter crossings, such as at NE 70th Street, or install grade-separated crossings.**
- N-SE-70 Manage congestion by, for example, using technology and making efficient use of existing infrastructure, so that the travel network overall continues to function.**
- N-SE-71 Ensure that arterials provide convenient and safe pedestrian crossing opportunities.**
- N-SE-72 Support long-term improvements to mitigate congestion at the end of SR 520, including at the interchange with Redmond Way and the intersection at Union Hill Road.**
- N-SE-73 Improve connectivity in the neighborhood by planning for and constructing multimodal improvements as shown in Map N-SER-3. Prioritize improvements that improve the quality of connections from the Central Subarea to the Redmond Way and Marymoor Subarea for commuting and midday trips.**
- N-SE-74 Work with Sound Transit and others to encourage regional commuters to use the planned Southeast Redmond Park and Ride to access transit.**
- N-SE-75 Partner with Sound Transit and King County Metro to ensure high-quality multimodal access to the station area, especially considering commuters who will need access to the regional street network.**

The lack of connectivity is a significant mobility issue for people regardless of their mode of travel. Creating new connections will help distribute traffic and give people more options for getting to where they want to go. It will be especially important to improve east-west connectivity to/from the light rail station since it will attract local and regional traffic. Creating a grid network of streets in the Marymoor Subarea will help achieve this.

As an industrial and distribution hub, Southeast Redmond experiences significant truck traffic. It will continue to be important to support the movement of freight while minimizing impacts on residential areas of the neighborhood. Pedestrians, bicyclists, and others use Southeast Redmond streets and pathways for commuting and recreation. Without proper planning and design, this can lead to conflict points. This plan envisions a neighborhood where all travel safely in the neighborhood.



N-SE-76 Promote through, general vehicular, and truck travel on principal and other high-capacity arterials, which have higher vehicular volume and speed.

N-SE-77 Look for ways to increase the attractiveness of I85th Avenue NE and NE 76th Street for trucks as an alternative to using I88th Avenue NE. Recognize that I88th Avenue NE is a truck access street, but that it abuts residential areas on two sides, and so consider design treatments that reduce negative impacts on residents while maintaining access for trucks.

N-SE-78 Condition future commercial development that relies upon heavy vehicles to use alternatives to I88th Avenue NE between Redmond Way and the 6800 block.

N-SE-79 Plan and implement multimodal and dedicated north-south and east-west nonmotorized corridors that provide separation between trucks and pedestrians and bicyclists. Ensure that crossings also provide safe separation for all users.

N-SE-80 Identify corridors with safety concerns and design solutions that safely accommodate all modes of travel. Consider as options redesigning the corridor or providing alternative routes for some modes.

Parks and Recreation

Since Southeast Redmond developed first as a manufacturing and industrial center, it does not have a collection of neighborhood parks. Even so, Southeast Redmond is ringed on the north and east by a network of existing parks and trails and future trail connections that when complete will connect Southeast Redmond to a regional network of trails and open spaces.

Another unusual feature is that Southeast Redmond—for planning purposes—includes Marymoor Park in unincorporated King County, which is almost as big as the rest of the neighborhood. Even though the incorporated portion of the neighborhood shares a long boundary with Marymoor, it is not easily accessible, with only two entry points: one road and one trail entrance.

Given that context, this plan focuses on completing existing parks and trails and creating new opportunities to access Marymoor Park.

N-SE-81 Prioritize the development of Southeast Redmond Neighborhood Park. Expand the park if additional residential development warrants such expansion.

N-SE-82 Use Southeast Redmond Neighborhood Park and other existing and planned parks, trails, and community spaces to support opportunities for passive and active recreation for people of all ages and abilities. Include opportunities for community gardens and community gathering.

N-SE-83 Use parks and other open spaces to add green to the neighborhood and to enhance stream health, the tree canopy, and other natural assets.

N-SE-84 Support planned trail connections to nearby parks, such as Arthur Johnson Park and Marymoor Park.

N-SE-85 Complete planned local and regional trail connections and associated open space, and create new connections between the planned trail network on the eastern edge of the neighborhood and the Northeast Subarea, as shown in Map N-SER-2.

N-SE-86 Complete the planned grade-separated connection across SR 520 between the north end of the East Lake Sammamish Trail and

the Redmond Central Connector, recognizing its regional recreation and transportation significance. Pursue an interim connection if needed. If a permanent connection is not complete prior to the extension of light rail to Downtown Redmond, ensure that the connection's design and construction are coordinated and done in conjunction with the extension of light rail to Downtown Redmond.

Neighborhood Gathering Spaces

People in Southeast Redmond value connections with one another. However, there are currently few places for people to gather outside their home or office. Additional gathering places such as plazas and pocket parks would provide a variety of opportunities for those who live, work, and visit Southeast Redmond to meet and to engage while building a strong sense of community.

N-SE-87 Encourage property owners and developers to integrate gathering places into their developments, such as a plaza outside coffee stores or pocket park as part of a new development.

N-SE-88 Provide incentives for development of privately operated indoor/outdoor recreational facilities.

Ord. 2752; Ord 2560; Ord 2392

C.8. Willows/Rose Hill Neighborhood Policies

The Willows/Rose Hill Neighborhood is located on the hillsides west of the Sammamish Valley in the northwest corner of Redmond. The neighborhood is bound on the north by 124th Street, on the south by Redmond Way, on the east by Willows Road, and on the west by 132nd Avenue NE.

Public Participation in the Neighborhood Plan Update

This Neighborhood Plan is based on significant participation by people who live, work and own property in the Willows/Rose Hill Neighborhood. An 11-member Citizen Advisory Committee participated throughout the process, including reviewing background information, identifying issues to address, considering alternative responses, and recommending updated policies and regulations.

The Citizen Committee received input from citizens and those who work in the Willows Road employment area throughout the process. Three neighborhood-wide workshops and two workshops for the NE Rose Hill Subarea were held. At the first workshop, citizens identified what should be preserved in the neighborhood, what should be improved, and what should be kept in mind during the Plan update. Subsequent workshops were held to seek input on residential development alternatives, preliminary recommendations, and the Committee's final draft recommendations. The Committee also sought comments from two surveys. The first survey was distributed at kickoff meetings and was also on the City's neighborhood web page. The second survey was mailed to the neighborhood to seek comments on the Committee's preliminary recommendations.

The Plan development process also included input on recommended updates from City of Redmond boards and commissions, the City of Kirkland, residential developers and housing organizations. Firms with expertise in architecture and urban design, financial analysis, and wildlife habitat were also consulted.

Framework Policies

The framework policies below set out the key goals on which the Neighborhood Plan is based.

- N-WR-A-1** **Preserve the natural character of the Willows/Rose Hill Neighborhood, while providing for compatible residential and business growth in appropriate areas. Among the features that define the neighborhood's natural character are the ravines and steep slopes, trees and forested areas, concentrations of open space, streams, wetlands and wildlife diversity.**
- N-WR-A-2** **Maintain the character of the Willows Corridor, including well-designed building clusters surrounded by trees and open space, parkway setbacks, and high proportions of open space relative to the area developed.**
- N-WR-A-3** **Ensure that new residential development blends with and helps maintain the existing character in each neighborhood subarea, including sense of community, variety in lot sizes and house styles, small to moderately sized homes, abundance of trees and other greenery, nearness to open space and wildlife, and feeling of spaciousness throughout the neighborhood.**
- N-WR-A-4** **Guide investments in services to meet priority needs for existing and future residents and employees,**

including pedestrian safety improvements, traffic management, improved street lighting and additional park space.

N-WR-A-5 Promote communication between the Willows/Rose Hill Neighborhood and the City of Redmond.

Neighborhood Vision

The vision statement below is a word picture of the Willows/Rose Hill Neighborhood in the year 2020. It is intended to describe what the neighborhood will look and feel like when the Plan is implemented.

Overall Vision

- On rolling slopes immediately west of Willows Road are research and development as well as high technology manufacturing uses. The Willows Corridor is a high-quality employment area that has maintained a sense of openness and proximity to nature through protection of natural features, deep setbacks from Willows Road, and attractive landscaping.
- The steep, unstable slopes above the employment area remain forested. Wildlife habitat in the neighborhood has been protected and continues to sustain a variety of birds and animals. People who live and work in the neighborhood help to protect and enhance wildlife habitat.
- Residential areas contain an abundance of trees and other greenery and feel peaceful, spacious, and close to open space and wildlife. While consisting primarily of single-family homes, the neighborhood also contains townhomes, apartments and condominiums clustered near Willows Road, Redmond Way and 132nd Avenue NE in the southern and northern portions of the neighborhood. Residents look out for each other, and the neighborhood feels safe, friendly and well cared for.
- Those who live and work in the neighborhood have a variety of travel choices, including driving, walking, bicycling and transit. Safe pedestrian



Example of a neighborhood improvement project



Bridlecrest Trail

crossings are provided on all streets, including arterial streets. Streetscapes are attractive and functional for all travel modes, with street trees and landscaped areas that separate walkways from traffic.

- A system of parks and trails has been developed in the neighborhood. Most residents are now located within walking or bicycling distance of a park. The trails provide connections within the neighborhood and connect the neighborhood to Redmond and to other cities in the region. Neighborhood concerns about the environment, wildlife habitat, privacy and security have been addressed through trail location and design.
- The pipeline operator helps to make the fuel pipelines safe. The risks associated with the pipelines have been minimized through public education, land use standards, public safety measures, and construction/operation/maintenance requirements.
- Kirkland and Redmond maintain good communication regarding neighborhood needs and opportunities, community improvements, and development proposals. The cities work together and with people who live or work in the neighborhood to help address concerns and maintain the area's livability.

Transportation

- Traffic through the neighborhood is directed to four main streets: Willows Road, Redmond Way, NE 124th Street and 132nd Avenue NE. Transportation improvements on these streets are designed to accommodate a variety of mobility needs while maintaining reasonable access for nearby properties. Through traffic in residential areas is minimized and speeds on local streets are low.
- Transportation improvements, including high-occupancy vehicle facilities, transit service, pedestrian walkways and bikeways have helped improve mobility and access along Willows Road, Redmond Way and connecting streets. Bikeways provide safe connections between neighborhood subareas, including residential and business areas. Pedestrians and bicyclists can safely cross Willows Road at multiple locations, and there

are connections to the Sammamish River Trail. Redmond Way provides a streetscape with sidewalks on both sides of the street. Pedestrians have a sense of safety because the sidewalks are separated from traffic lanes by a planting strip or other buffer.

- Redmond and Kirkland have worked together to improve 132nd Avenue NE. Speeds along 132nd Avenue NE are safe and bicycle lanes, sidewalks and a turn lane have been added to improve safety and access. Landscaped medians and street trees have been added to manage traffic flow and improve the visual quality of the street.

Employment Subarea

The Willows Corridor is a major employment area that provides thousands of jobs for several economic segments in the community, including high-wage manufacturing jobs. Employees along Willows Road have housing opportunities that may be within walking distance to their place of work.

Small-scale services that help meet day-to-day needs for employees, such as banking or coffee shops, are integrated with existing businesses along Willows Road. These small-scale services have little visual presence from the street to maintain the high visual quality along the corridor. Street trees and other plantings along Willows Road add a green corridor character.

Employees enjoy walking, jogging and bicycling along pathways and bikeways in the area, including a new multipurpose trail along the former Burlington-Northern right-of-way.

Residential Subareas

The neighborhood includes three residential subareas: Willows North, NE Rose Hill and Willows South. New residential developments feel and look like mature neighborhoods and blend in with the neighborhood character, including the feeling of openness, predominance of small to moderately sized homes, and variety in lot sizes and house style. While the neighborhood continues to contain primarily traditional single-family homes, cottages and

other smaller detached homes, attached homes and accessory dwelling units are also included. There are opportunities for older couples to move from larger homes to new smaller homes in the neighborhood. Young families can also find housing without stretching budgets too far. People working at nearby employment centers in Redmond are attracted to housing choices in the neighborhood. New residential areas are also attractive, well landscaped, designed and developed to preserve trees and open space and to maintain a healthy environment.

Willows North

(between NE 108th Street and NE 124th Street)

The Willows North Residential Subarea extends along the northwest edge of the neighborhood. Forests along the steep slopes and trees retained in developed areas have helped to maintain the neighborhood's sense of serenity, privacy and open space. Residents enjoy nearby parks, including Mark Twain Park. Additional urban services, including sanitary sewers and streetlights, have been added in a manner that meets needs and minimizes adverse impacts on the environment and neighbors.

NE Rose Hill

(between NE 97th Street, NE 108th Street, 132nd Avenue NE and Willows Road)

The NE Rose Hill Residential Subarea is located in the center of the neighborhood. The neighborhood is well cared for and has a sense of openness and privacy, in part due to the openness between homes and proximity to forested ravines. A new neighborhood park provides a community gathering place for residents of all ages. New residential development blends with existing homes and helps to maintain the neighborhood's eclectic character and sense of openness. The streets are narrow and friendly to pedestrians and bicyclists. Residents and their children can safely walk to school, the neighborhood park, and other destinations. Homes are served by public facilities, such as sewer, streetlights, underground wiring and stormwater management.

Willows South

(along Redmond Way)

The Willows South Subarea includes residential areas along Redmond Way and the south end of 132nd Avenue NE. Local streets are narrow and

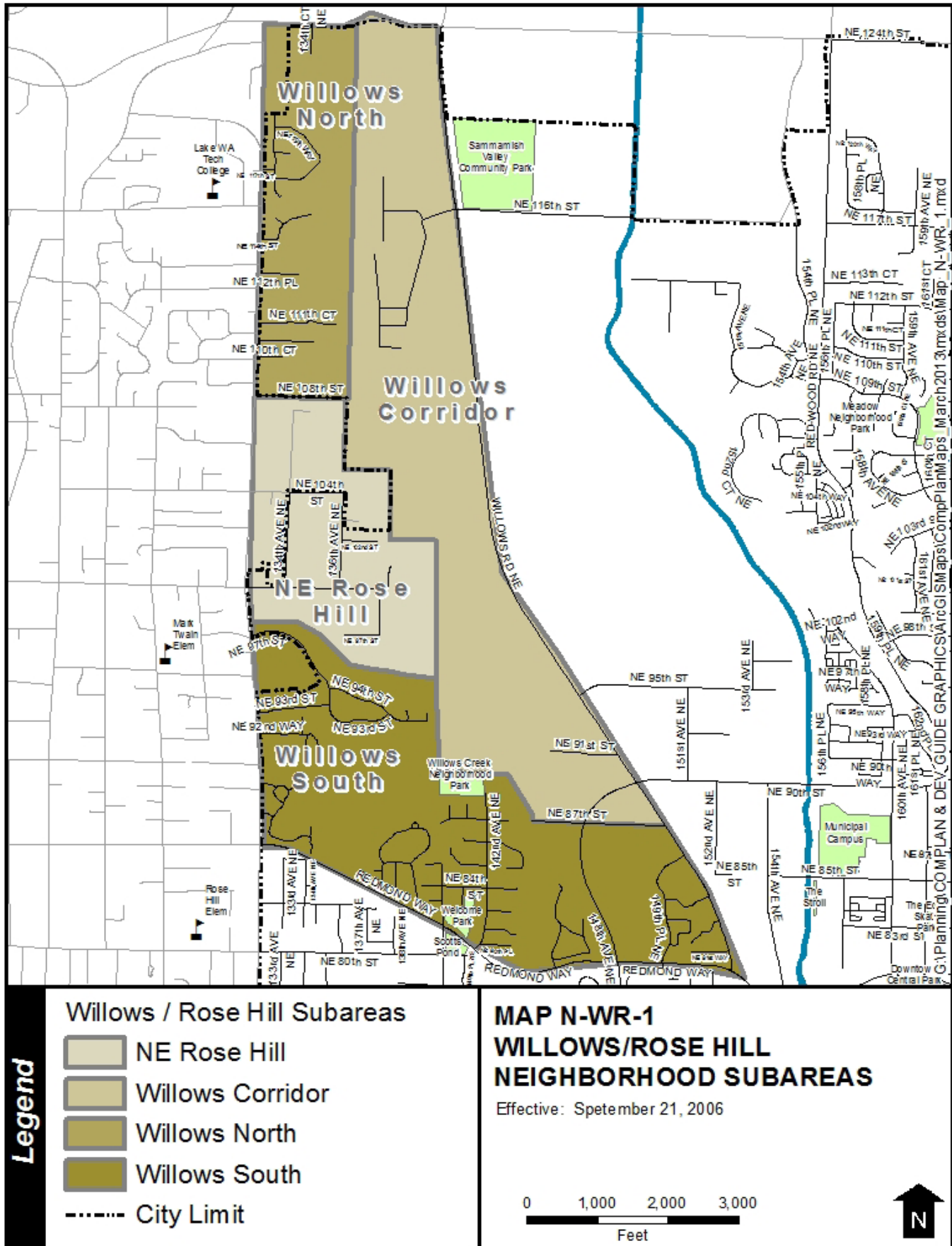
lined with street trees. There is a landscape strip separating the streets and sidewalks, and both are adequate in width to provide a feeling of safety and attractiveness to pedestrians. A trail and continuous system of sidewalks and walkways provide safe pedestrian connections to Willows Road, providing good linkages between residential and employment areas. The neighborhood has green space, including small parks located within walking or bicycling distance of residents. The neighborhood is attractive, well cared for, and includes detached and attached single-family homes, as well as multifamily residences. Neighborhood-serving retail and service uses continue to be clustered at limited nodes on Redmond Way and Willows Road. Additional streetlights improve safety, while minimizing glare. Overhead utilities have been moved underground as part of streetscape improvements.

Neighborhood Communication Policies

The neighborhood planning process provided several opportunities to improve communication between the City of Redmond and people who live, work or own property in the Willows/Rose Hill Neighborhood. Formation of a neighborhood association or other representative neighborhood group could continue the work begun by citizens through the Neighborhood Plan update. Citizens in the neighborhood indicated strong support for continuing to improve communication between the neighborhood and City, working together on community issues and periodically evaluating the success of plan implementation and needed changes.

The City's neighborhood enhancement team will also continue to work to develop stronger connections with the neighborhood and to enhance delivery of City services through a coordinated effort. This team includes staff from various departments, including Planning, Parks, Public Works, Fire and Police.

N-WR-B-1 Redmond and a representative neighborhood group should hold a neighborhood meeting one year after



adoption of the 2002 Neighborhood Plan update jointly with and for neighborhood residents, business owners, and those who work in the neighborhood to evaluate implementation of the Neighborhood Plan, to discuss projects or opportunities of concern with the neighborhood, and to identify any needed changes to the Plan. A representative neighborhood group should hold subsequent annual or biannual meetings with assistance from the City. The City of Kirkland, other public agencies, and others with an interest in the neighborhood should be invited to participate. A City of Redmond neighborhood website should be used to strengthen communication between the City and the neighborhood. Neighborhood plan amendments may also be requested through the public participation program for annual amendments of the City's Comprehensive Plan.

N-WR-B-2 Redmond and a representative neighborhood group should explore formation of a neighborhood association.

Residents and businesses have expressed support for forming additional neighborhood block watch and business watch programs. Block watch groups contribute not only to crime prevention, but also enable neighbors to be better prepared in the event of emergencies. Block watch groups also contribute to improved communications with the City and facilitate problem solving. Information on how to form

block and business watch programs could be provided by the City through a mailing and neighborhood-wide meeting or by holding an open house on City services.

N-WR-B-3 Block watches and business watches should continue to be formed and serve as a means to help keep the neighborhood safe and promote communication among neighbors and with City safety personnel.

Environmental Quality Policies

The Willows/Rose Hill Neighborhood includes a number of environmentally sensitive areas, including several streams, wetlands, Landslide Hazard Areas and Aquifer Recharge Areas, as well as critical wildlife habitat. The Environmental Quality section supplements citywide policies and focuses on neighborhood-specific policies to maintain environmental quality and natural features.

N-WR-C-1 Prevent the westward expansion of existing Business Park and Manufacturing land use designations in the Willows/Rose Hill Neighborhood to maintain natural features and to minimize possibilities for conflicts between residential and business uses.

N-WR-C-2 Properties with a significant amount of Class IV Landslide Hazard Areas should be designated Large Lot Residential to lessen hazards and to protect the forested slopes.

N-WR-C-3 Development proposed for sites with significant natural features shall preserve those features. Reduction in the scale and intensity of proposed development may



Wildlife corridors within Willows/Rose Hill



A view of the Cascade Mountains

be required to accomplish effective preservation of natural features.

- N-WR-C-4 Residential areas should be protected from noise generation caused by nonresidential uses and development. Mechanical and rooftop equipment, parking areas, and driveways on nonresidential properties shall be designed to minimize noise impacts.**

The plateau above the Sammamish Valley floor in the Willows/Rose Hill Neighborhood has high aquifer recharge capacity and is a likely source of groundwater for springs that keep streams in the neighborhood flowing year-round. These streams feed the Sammamish River all year, including during critical summer months. Maintaining groundwater recharge is also needed to avoid creating additional runoff during storms. For these and other environmental purposes, it is important that development in the Willows/Rose Hill Neighborhood minimize and mitigate disruption of groundwater flows.

- N-WR-C-5 Maintain existing aquifer recharge in upland areas of the Willows/Rose Hill Neighborhood. Such recharge helps to maintain minimum stream flows for fisheries habitat, protect hillside vegetation, minimize flood hazard and protect other natural features.**

- N-WR-C-6 Require grading and site development plans for sites in hillside and valley floor areas of the Willows/Rose Hill Neighborhood to minimize disruption of groundwater flows and to provide measures for continuance of groundwater flows where disrupted.**

Wildlife Habitat

The Willows/Rose Hill Neighborhood includes several streams, wetlands and forested steep slopes extending from the northern portion of the neighborhood through to the south, providing open space and valuable habitat for wildlife. People who live and work in the neighborhood value the neighborhood's existing wildlife habitat and open spaces, including the greenbelt that separates residential and business park areas. Residents and employees have expressed concern about loss of wildlife and their habitat in the neighborhood. They emphasized the importance of protecting wildlife habitat located on proposed development sites, as well as habitat located on developed or partially developed lands.

Redmond protects and maintains wildlife habitat in two ways. First, the City has a variety of regulations to protect wildlife habitat. Examples include appropriate zoning, such as low-density zoning on part of the steep forested slopes above Willows Road, and requirements to protect stands of trees and other significant trees. Second, Redmond has policies and regulations to protect Priority Species and their habitats, including species protected by the state and federal governments, as well as locally valuable species and habitat, such as raptor nest sites and heron rookeries.

N-WR-C-7 Critical wildlife habitat throughout the Willows/Rose Hill Neighborhood shall be protected.

N-WR-C-8 Wildlife diversity in the Willows/Rose Hill Neighborhood shall be protected and enhanced. Adverse impacts from new development on critical wildlife habitat shall be avoided subject to reasonable use provisions in the Redmond Zoning Code.

The neighborhood includes four major wildlife habitat areas. The character of these areas is summarized below.

- The forested steep slopes extending from NE 124th Street to Redmond Way contain

approximately 560 acres of wildlife habitat, the largest contiguous area in the Willows/Rose Hill Neighborhood. A number of plant communities are present, including upland forest and shrub, pasture and wetland/riparian. This area also includes wetland mitigation sites near Willows Road and steep slope hazard areas.

- The riparian corridor immediately west of 149th Place NE contains about 10 acres of wildlife habitat. Dominant plant communities in this area include deciduous upland and wetland/riparian forest.
- An area of open space and parkland located north of Redmond Way between 141st Avenue NE and 140th Avenue NE (approximately four acres) provides habitat for wildlife and a dominant plant community of mixed forest.
- Land located east of 148th Avenue NE contains about four acres. Deciduous forest is the dominant plant community. In addition to providing wildlife habitat, this area helps separate urban residences from the traffic on 148th Avenue NE.

N-WR-C-9 Wildlife corridors in the Willows/Rose Hill Neighborhood that link critical wildlife habitats and provide for movement of wildlife, particularly in the forested slopes and between the neighborhood and nearby areas, such as the Sammamish River and Valley, shall be protected and enhanced.

N-WR-C-10 Developments upon the Willows/Rose Hill hillside shall be required to preserve open space in locations that are contiguous to existing or possible future open space areas of adjoining properties for the purpose of providing a continuous band of open space and wildlife habitat across the hillside.

N-WR-C-11 The City should encourage owners of developed sites west of Willows Road to create Native Growth Protection Easements and to improve habitat, to preserve and restore the connection of natural open spaces across the hillside for the purpose of protecting critical wildlife habitat linkages.

Quality wildlife habitat provides food, water, shelter and space for wildlife. Healthy habitat is vital to maintaining wildlife populations. One way to maintain and increase the number and variety of wildlife species is to enhance their habitat by providing structural diversity in the habitat. Adding a mixture of different types of plants and other special habitat components that provide food, water, shelter and space can provide structural diversity.

N-WR-C-12 New development that impacts already degraded critical wildlife habitat shall be required to improve the quality of the habitat. Enhancement techniques may include increasing structural diversity, adding layers of cover, protecting and planting native plants, and removing invasive species.

Edges are transition areas where one type of vegetation meets and blends with another. Edges can create valuable habitat for many types of wildlife. Edges can also provide a means for invasive species to degrade habitat. Providing a transition of native vegetation can maximize the value of edge habitats and minimize opportunities for invasion by intrusive species.

N-WR-C-13 New development adjacent to critical wildlife habitats shall use a majority of native vegetation that is supportive of wildlife instead of nonnative landscape species.

People who work and live in the neighborhood have many opportunities to attract wildlife and improve wildlife habitat on their private property. The City's Natural Resources Division, State of Washington Department of Fish and Wildlife, and other organizations and agencies experienced in wildlife habitat restoration can provide assistance and help organize volunteer projects. Residents can also apply for neighborhood-matching funds from the City to enhance wildlife habitat in common areas or on publicly owned property.

N-WR-C-14 The City should encourage residents and businesses to create backyard sanctuaries for wildlife habitat.

One of the greatest threats to existing habitats comes from people dumping yard waste and other materials in wildlife habitats. This smothers plants that make up habitat and introduces nonnative species, such as blackberries and ivy, that do not benefit wildlife. Informing residents and property owners about the dangers of dumping will go a long way to protect and enhance existing wildlife habitats.

N-WR-C-15 The City should create and maintain an awareness program to inform residents and property owners of the value of wildlife habitat, how they can protect and enhance it, and about related City programs that may provide resources.

Parks, Recreation and Open Space Policies

Redmond's Parks, Recreation and Open Space (PRO) Plan identifies needs for parks and recreation facilities and how those needs will be met. Redmond's PRO Plan proposes a new neighborhood park for the Willows/Rose Hill Neighborhood. Neighborhood parks can provide the recreational and social focus of a neighborhood. They typically include open space, open multipurpose play areas, multipurpose courts and recreational trails. Neighborhood residents agree that provision of additional neighborhood park space is a high priority.

The PRO Plan shows general recommendations for parks and open space.

N-WR-D-1 The City shall pursue acquisition and development of one or more neighborhood parks in the Willows/Rose Hill Neighborhood to meet the need for seven to 10 additional acres of neighborhood parkland. Included among the alternatives are a single larger park or two smaller parks. Preferred locations include the NE Rose Hill Subarea and north of NE 110th Street in the Willows North Subarea.

The purpose of a Neighborhood Commons is to provide recreational opportunities in areas not well served by a neighborhood park or to take advantage of unique opportunities, such as a small area well suited to recreational use. Within a residential neighborhood, a Neighborhood Commons is privately owned and maintained and will typically include play areas and open space. It is designed to serve those who live or work close enough to walk or bike and usually does not include automobile parking.

A few existing developments in the Willows/Rose Hill area, including Willows Crest and Walden Ridge, include a Neighborhood Commons that helps address the need for recreational space in the neighborhood. The policy below intends to continue this approach by providing a general framework for the City and existing neighborhoods to work together to develop Neighborhood Commons in developed areas not well served by a neighborhood park.

N-WR-D-2 The City of Redmond and neighborhoods in the Willows/Rose Hill area should work together to develop Neighborhood Commons when the following criteria can be

met:

- The Neighborhood Commons will be located a minimum of one-half mile from a neighborhood or community park.
- There is a feasible site available between 2,500 and 43,560 square feet in size.
- The neighborhood can provide funding or secure funding through a Redmond neighborhood enhancement grant and has a formal neighborhood association to maintain the Neighborhood Commons.
- There is substantial support for development of a Neighborhood Commons by the residents it would serve.

The Redmond Zoning Code includes regulations for new residential developments that establish a minimum amount of open space that must be set aside on a lot-by-lot basis or through common open space created on a development-wide basis. The purpose of the open space is to provide visual relief from the massing and scale of the built environment, to afford adequate outdoor space for residents of the development, and to provide adequate off-street recreation space for children. The policy below concerns the location of open space for a residential development and supplements these regulations for the Willows/Rose Hill Neighborhood.

N-WR-D-3 A minimum of 25 percent of the required open space for residential developments of 30 dwelling units or more should be centrally located as common open space and should be designed to provide visual relief from the massing of development, to serve the recreational needs of residents of the development, to enable children's play areas to be visible from residences in the development, and

to provide habitat for wildlife. The common open space shall be usable area for passive or active recreation, such as picnic tables, benches, scenic viewing areas, children's play equipment or sport courts. When common open space is provided in residential developments of 10 dwelling units or more, it should be located to achieve the intent of this policy.

Surface stormwater detention ponds and facilities that have a natural design and significant landscaping are highly valued by neighborhood residents. Naturally styled ponds undulate in shape and have soft edges with plenty of landscaping. Neighborhood residents prefer ponds that are designed with a natural appearance because they help maintain some of the natural character of the residential subareas of the neighborhood and can contribute to a feeling of open space.

N-WR-D-4 When surface stormwater facilities are built, they shall be well landscaped and maintained, shall appear aesthetically pleasing, and should be designed to appear naturally occurring.

Redmond's Park, Recreation and Open Space (PRO) Plan identifies proposed multiuse trails to serve the Willows/Rose Hill Neighborhood and to link the neighborhood to the rest of Redmond, nearby cities, such as Kirkland and Bellevue, and the region. These trails will also provide significant regional connections to Bridle Trails State Park, Redmond's Farrel-McWhirter Park and Watershed Preserve, and to the Sammamish River Trail and Burke-Gilman Trail.

The PRO Plan shows general recommendations for parks and open space.

The Willows/Rose Hill Neighborhood supports extension of the east-west Puget Sound Energy (PSE)

trail due to opportunities to improve connections between residential developments and shopping, employment and recreation areas, while minimizing impacts to steep slopes. Extension of this trail also provides opportunities to improve linkages with the cities of Kirkland and Bellevue.

Specific alignments for future trails in the neighborhood will be determined at the time of design. People who live, work and own property in the neighborhood have expressed concern about potential impacts to security, privacy and the environment if trails are constructed. They have emphasized the need to minimize the potential for adverse impacts on nearby residents, businesses and the environment, including wildlife habitat, as part of any trail design and construction.

N-WR-D-5 Trails in the Willows/Rose Hill Neighborhood shall be designed and constructed to minimize adverse impacts to adjoining residents and businesses and to the environment, including critical wildlife habitat.

There are a number of informal paths located on private property in the Willows/Rose Hill Neighborhood, including paths on the hillside separating residential and business park areas. If available for public use, these paths could help provide pedestrian connections between various parts of the neighborhood and provide opportunities to enjoy the forests and other natural features, while protecting environmentally sensitive areas. A reduction in tax rates through King County's Public Benefit Rating System is among the potential incentives that could be available.

N-WR-D-6 The City should encourage property owners in the Willows/Rose Hill Neighborhood to grant easements allowing public use of informal paths through participation in available incentive programs. Use of such informal paths would

promote recreation, educational opportunities, and improved access between residential and business areas in the neighborhood.

Residential Policies

The Willows/Rose Hill area includes a collection of residential neighborhoods from Sunrise Vue in the north portion of the neighborhood to NE Rose Hill in the center to Maplebrook Lane in the south. Each of these neighborhoods has characteristics that distinguish it and make it special to the residents. Through surveys and at workshops, residents have also described characteristics they value that are common to several areas in Willows/Rose Hill. These characteristics include a feeling of spaciousness, abundance of trees and other greenery, and nearness to open space and wildlife. Residents also value the variety in home types, styles and lot sizes; predominance of small to moderately sized homes; blend of income levels; cultural diversity; and sense of neighborliness and safety. In thinking about the future, Willows/Rose Hill citizens have stated that it is important to ensure that infill development fits with existing residential areas and that the character of existing neighborhoods be maintained as the area continues to grow.

The residential policies below are one part of the strategy in the Neighborhood Plan for achieving this objective. Most of these policies apply to the entire Willows/Rose Hill Neighborhood (cottages, multiplex dwellings and affordable housing), while a portion applies specifically to the NE Rose Hill Subarea (Residential Innovative zoning).

The policies promote variety in the size, type and price of new homes, and variety in lot sizes to enable families of different ages, sizes and incomes to live in the neighborhood, helping to maintain the neighborhood's existing diversity. Designing new residential developments to incorporate variety in the size of homes and lots and variation in the location of homes on lots, also helps to promote more appealing and walkable streetscapes. The policies also encourage cottages and other smaller detached homes, which are less bulky and may offer more opportunities to



Cottage homes



A variety of housing types

create areas of common open space than typical single-family developments. Other parts of the strategy for maintaining neighborhood character are found in the sections of the Neighborhood Plan addressing residential design; parks, recreation and open space; wildlife habitat; and transportation.

Cottage and Multiplex Housing Policies

N-WR-E-1 Cottages shall be allowed in the Willows/Rose Hill Neighborhood. The allowed density on a proposed cottage housing site may exceed the allowed density for a standard detached single-family development on the site.

N-WR-E-2 Duplexes shall be allowed on individual lots in the Willows/Rose Hill Neighborhood in locations designated for low-moderate density residential and higher densities.

N-WR-E-3 Duplexes shall maintain the appearance of single-family houses and should maintain a character similar to nearby single-family homes. The allowed number of dwelling units for duplexes on a proposed site shall not exceed the allowed number of detached single-family dwellings on the site.

N-WR-E-4 Redmond, the Willows/Rose Hill Neighborhood, and private and nonprofit developers and organizations should work in partnership through one demonstration project to create a small neighborhood that maintains the

traditional character and quality of detached single-family dwelling, such as visible single entries, pitched roofs, window frames, and porches, while offering a range of ownership housing choices, including triplexes and fourplexes. The City shall establish a process to select the demonstration project. For this demonstration project, the following provisions apply:

- Site design shall be approved through a Type III permit process with the participation of the neighborhood, particularly neighboring property owners and residents.
- The project should include a neighborhood park.
- Allowed density shall be calculated using the gross site area, including a neighborhood park if located on the project site.
- Dwelling unit type does not affect the allowed density on the gross site area. For example, a duplex structure is equivalent to two dwelling units.
- Within one year following occupancy of the project, the City together with the neighborhood shall evaluate whether and under what conditions triplexes and fourplexes shall be permitted in other locations in the neighborhood.

N-WR-E-5 A minimum of 70 percent of the total dwelling units within the single-family portion of each residential subarea of the Willows/Rose Hill Neighborhood shall be detached single-family dwellings to maintain

the primarily single-family detached character of the neighborhood. The City and a representative neighborhood group shall evaluate compliance with this policy and the continued need for this policy semiannually, coordinating these evaluations with reviews provided for in Policy N WR-B-1 or N-WR-G-4 as possible. If the finding of an evaluation is that the minimum percent of detached single-family dwellings has not been met in a subarea, no more development applications that propose duplexes in that subarea may be accepted unless this policy is revised or deleted. Accessory dwelling units are excluded from this calculation.

Affordable Housing Policies

Citizens in the Willows/Rose Hill Neighborhood have expressed concern about rising home costs and the likelihood that many households, such as those with one wage earner, seniors, and public service employees such as teachers, will not be able to afford to live in the neighborhood. Over time, the neighborhood has included a wide variety of household incomes and family sizes. More proactive steps are needed to address the needs for affordable housing, while ensuring that affordable homes are designed to be similar in appearance to existing and new market rate homes in the neighborhood.

Redmond's goals for affordable housing reflect the Growth Management mandate to encourage affordable housing for all economic segments of the population. As home prices continue to increase at a more rapid rate than the increase in household incomes, there are very few opportunities for households that earn the King County median income

or less to buy a home in Redmond. Further, as land develops for upper income households, less land is available to meet the needs of other income groups.

Communities in a number of states, including California, Maryland, Colorado, Virginia, New Mexico and New Jersey, require new single-family residential developments to include a certain percentage of affordable homes. Often these programs are established in communities like Redmond with high job growth, significant increases in housing costs, and a lack of housing choices affordable to young families and others with modest incomes. They are designed to provide housing that may not otherwise be built, including housing needs for existing and future local employees.

The term "affordable housing" is defined in Redmond's Zoning Code. In general, housing is considered affordable if the cost does not exceed 30 percent of the monthly income for a household earning 80 percent or less of the King County median income, adjusted for household size. The policy below addresses expansion of Redmond's affordable housing program to new single-family residential developments in the Willows/Rose Hill Neighborhood. The goals are to:

- Help meet responsibilities under the Growth Management Act and the Countywide Policies for King County to meet the goal that 40 percent of the new housing in Redmond be affordable.
- Help to meet the housing needs of existing and future employees in Redmond.
- Ensure that lower-cost homes blend well with the desirable characteristics of existing neighborhoods and new market rate homes.
- Enable the developer/builder to recoup costs through incentives or bonuses.

N-WR-E-6 New single-family developments of 10 units or more in the Willows/Rose Hill Neighborhood shall contain a portion of affordable housing, as provided in RZC 21.20 - Affordable Housing. The City shall provide incentives and bonuses intended to

minimize development costs associated with this requirement.

The Willows/Rose Hill Neighborhood citizens have expressed interest in having at least one model development in the neighborhood that includes a significant portion of affordable homes. Achieving this goal will involve participation by the neighborhood, City of Redmond, private sector and nonprofit organizations.

N-WR-E-7 Redmond, the Willows/Rose Hill Neighborhood, and private and nonprofit developers and organizations should work in partnership to pursue development of one demonstration project in which a minimum of 20 percent of the total dwelling units are affordable. The City shall establish a process to select the demonstration project. For this demonstration project, the following provisions apply:

- City regulations shall provide a bonus for this development that would allow a density of seven units per gross acre.
- The development should be at least three acres in size and a portion should be used for cottages to provide diversity in housing type, as well as to avoid a crowded appearance.
- The site design process shall provide for public participation, particularly by neighboring property owners and residents.
- Within one year following occupancy of the project, the City together with the neighborhood shall evaluate whether to recommend amendments to policies or regulations to promote

additional developments with a minimum of 20 percent affordable dwelling units.

Redmond's Comprehensive Plan includes a number of strategies to promote housing affordable to households earning 80 percent or less of the King County median income. Strategies include: providing adequate land and zoning to meet a variety of housing needs, offering priority in development review for projects that include affordable homes, providing some funding and other financial incentives, evaluating opportunities to use surplus public land for housing, and encouraging preservation of existing affordable housing.

These strategies should be expanded to improve progress in encouraging affordable housing. Among the approaches discussed by the Willows/Rose Hill Neighborhood are to:

- Increase the City's housing trust fund for affordable housing.
- Encourage smaller projects that could integrate well within the neighborhood.
- Take active steps to preserve lower-cost housing in the neighborhood, such as working with housing organizations or interests on potential purchase.
- Create a program to grant housing certificates to developers who construct or retain affordable housing. Developers could sell these certificates to property owners wishing to increase density in designated receiving areas, such as Downtown or Overlake.

N-WR-E-8 Redmond should expand the assortment of incentives, bonuses and public funding measures to create affordable housing and preserve some of the existing stock of affordable housing in the Willows/Rose Hill Neighborhood.

NE Rose Hill Subarea Zoning Policies

The residents of the NE Rose Hill Subarea value the diversity in existing development and the feeling of open space, and would like to see the character maintained as their neighborhood grows. The residents also believe it is necessary to create new approaches to ensure people of different ages, incomes and family sizes can live in the neighborhood. The Residential Innovative zoning designation is intended to address these values and to accommodate new development consistent with the neighborhood vision, while providing for more single-family housing in Redmond.

N-WR-E-9 The Low-Moderate Density Residential designation in the NE Rose Hill Subarea shall be implemented through the Residential Innovative zone.

N-WR-E-10 In the Willows/Rose Hill Neighborhood, the Residential Innovative zone provides for an allowed density of four to five dwelling units per gross acre, depending on site size. The allowed density may be exceeded through bonus provisions as provided for in the Redmond Zoning Code. Developments at allowed densities of five dwelling units per gross acre shall include a minimum of 20 percent smaller dwelling units as specified in RZC 21.08.070, RIN (Residential Innovative) - Single-Family Urban Residential.

Convenience Retail and Service Business Policies

Nearby commercial areas in Downtown Redmond, Totem Lake and Rose Hill provide a wide array of stores and services. These uses serve the Willows/

Rose Hill Neighborhood and broader community. As convenient as these services are, many who work in the Willows Road employment area are at least two miles from these stores and services. This is too far to walk comfortably and encourages driving for daily service needs, such as meals or banking. Redmond can experience mini traffic problems at noontime when many employees drive from work for lunch and small services.

Encouraging small-scale retail stores and services, such as banking, coffee shops, restaurants and video stores, to locate within the employment area can help meet the daily or weekly service needs of area employees and reduce vehicle trips. The objective is to locate small-scale, convenience retail stores and services that primarily serve employees along Willows Road to encourage access by walking or bicycling. Most people will walk a quarter to a half-mile to convenience retail and service areas. To maintain the high visual and environmental quality of the Willows Corridor, stores and services must be located in multi-tenant buildings that contain business park uses and must be designed to be compatible with nearby light industrial and office development and with the forested hills and open spaces along the corridor.

The policies below address the location of these uses and other issues. Additional policy guidance is included in Redmond Comprehensive Plan Policies NP-13 through NP-15.

N-WR-F-1 Convenience retail and service businesses should be permitted in areas designated Business Park along the Willows Corridor. These businesses shall be limited to small-scale convenience retail or service uses that primarily serve daily or weekly needs of employees along Willows Road, encourage access by walking or bicycling, and are compatible with existing uses.



Single family homes



An example of shared bicycle use

N-WR-F-2 Convenience retail and service businesses shall complement business park uses along the Willows Corridor and should be designed to serve as gathering and meeting places for employees. Convenience retail and service businesses shall be secondary uses located in multi-tenant buildings that contain business park uses and shall not be located in separate buildings containing only retail and service uses.

N-WR-F-3 All elements of convenience retail and service businesses shall maintain the high visual and environmental quality defined by existing development and the forested hills and open spaces along the Willows Corridor. Elements of convenience retail and service businesses covered by this policy include but are not limited to site and building design, permitted uses, signage, lighting and landscaping.

N-WR-F-4 Sidewalks or pathways shall be provided to link convenience retail and service businesses with employment uses in other business park developments.

N-WR-F-5 Businesses along the Willows Corridor are encouraged to provide bicycles for shared employee use to take advantage of services provided at convenience retail and service businesses.

Northwest Design District

The purpose of the Northwest Design District is to encourage residential uses within a variety of housing types while also providing neighborhood-scaled commercial and service uses that meet the daily needs of nearby residents and employees working within the Willows employment corridor. The Northwest Design District will provide opportunity for coordinated development through a master plan that recognizes the unique context and natural features of the site.

N-WR-F-6 Permit a variety of housing types such as attached dwellings, multifamily, and mixed use residential, as well as neighborhood-scaled commercial service uses to meet the daily needs of nearby residents and employees.

N-WR-F-7 Require a master plan for new development in order to facilitate development which acknowledge the unique context and natural features of the site.

Design Policies

Commercial Character and Design Policies

The Willows Corridor includes the benches and hills immediately west of Willows Road. Most uses in the Willows Corridor consist of high technology industries in a pastoral, parklike setting. The character of the Willows Corridor and the Sammamish River Valley are important to the community's sense of place. The high-quality development and ample open space in the corridor contributes to this sense of place and have set a high standard for the community. The corridor also has sensitive areas that limit development of specific areas, including critical erosion hazards, landslide hazards, streams, and wetlands along the road. Finally, since the area is across Willows Road from the Sammamish River Valley, development in the Willows Corridor must be managed to protect the valley from negative impacts, such as increases in stormwater. Development must

also be set back from the valley to preserve view corridors and so it does not interfere with agricultural practices north of NE 116th Street. The community seeks to maintain the following features of the Willows Corridor:

- Coordinated open space along Willows Road.
- Developments that consist of building clusters surrounded by trees and open space. The buildings are well designed, have views of the Sammamish Valley and do not dominate views from the valley. Parking is placed behind the buildings or screened by trees and landscaping from Willows Road.
- Forested areas on the steep and erodible slopes behind the developments.
- Riparian corridors, forested gullies, streams and wetlands associated with the streams.
- A high portion of open space relative to the area developed.

The following policy applies to the Willows Corridor north of the Puget Sound Energy transmission line right-of-way. This policy is intended to maintain the desired features of the Willows Corridor; allow for the continued use of the area by high technology businesses, protect development from natural hazards, and minimize the impacts of development on sensitive areas and the Sammamish Valley. The design concepts set forth in the policy below shall be implemented through regulations that use criteria to achieve the concepts.

N-WR-G-1 Developments within the Willows Corridor north of the Puget Sound Energy transmission line right-of-way shall be designed to ensure the following:

- Important natural features of the hillside corridor are preserved.
- The area maintains a pastoral and parkway appearance.
- Buildings are visually compatible with the forested hills and open pastures of the Willows Corridor. Buildings and parking do not dominate views of the Willows Corridor.
- Developments are visually

separated from each other and Willows Road with areas of open space.

- High-quality site and building designs are maintained.
- Pedestrian and bicycle links to Willows Road are provided.
- Nearby residential uses to the west are visually buffered from the development through screening by topography, trees or other measures.

Residential Character and Design Policies

Each residential subarea of the Willows/Rose Hill Neighborhood has its own unique character. Forests along the steep slopes and trees retained in developed areas have helped to maintain Willows North Subarea's sense of quietness, privacy and open space. The Willows South Subarea is more urban, with sidewalks, streetlights and a variety of types of residences and densities. NE Rose Hill is a subarea of the neighborhood unique in characteristics of open green spaces, small to moderately sized homes, and variety in house style.

Key aspects of the character of each subarea can be maintained by considering the existing context defined by built and natural features, including architectural details and development patterns, when designing new residences for the neighborhood. Neighborhood residents would like to ensure that site and building design for new residential developments provide variety and visual interest that is compatible and blends with the neighborhood. The design concepts set forth in these policies will be implemented through regulations that use criteria and illustrations to demonstrate the concepts.

N-WR-G-2 Single-family dwellings shall be designed to maintain visual interest and compatibility with the neighborhood's character. New residential developments shall provide a variety of home designs, sizes, types and site design features, such as setbacks

or lot sizes, to maintain variety and visual interest, to avoid repetitive style and to avoid a bulky and massive appearance.

N-WR-G-3 Single-family dwellings shall be designed to have living space as the dominant feature of the street elevation to encourage visually appealing streetscapes that include vegetation and to bring living space toward the front street. Garages shall not be the dominant feature of the street elevation.

N-WR-G-4 Residential design policies and regulations for the neighborhood shall be reviewed by the City of Redmond, affected parties, such as developers, and a representative neighborhood group within one year after implementation and new development, and annually thereafter as necessary to evaluate effectiveness and identify any needed changes.

Transportation Policies

Redmond's Comprehensive Plan includes extensive policies on transportation that apply citywide. This section includes transportation policies specific to the Willows/Rose Hill Neighborhood.

N-WR-H-1 Land designated for Business Park use within Willows Neighborhood should use Willows Road for access. Land designated for residential uses along Willows Road, as shown in Map N-WR-2, should primarily use Willows

Road for access and use connections to 132nd Avenue NE as secondary access or where topography prevents reasonable access to Willows Road.

N-WR-H-2 In establishing the construction standards and right-of-way widths for access to residentially designated land from Willows Road, the Technical Committee will consider variations from standards to reduce environmental and economic impacts, provided that undue traffic congestion, environmental hazards, or difficulty in serving the area do not result.

N-WR-H-3 New developments along Willows Road, Redmond Way and 132nd Avenue NE should share existing accesses. Shared access may include use of existing driveways and access corridors or the construction of new private streets to link properties. Internal vehicular access to adjacent properties should also be provided.

People who live and work in the neighborhood have expressed strong interest in improving pedestrian safety and increasing opportunities to walk to neighborhood parks, Downtown Redmond and other nearby locations. Improving pedestrian safety by separating sidewalks or walkways from traffic is also valued.

N-WR-H-4 Missing links in sidewalks and walkways should be completed in the Willows/Rose Hill Neighborhood to improve pedestrian safety

and to encourage walking. The City and neighborhood shall work together to identify a priority list of missing sidewalk segments for completion.

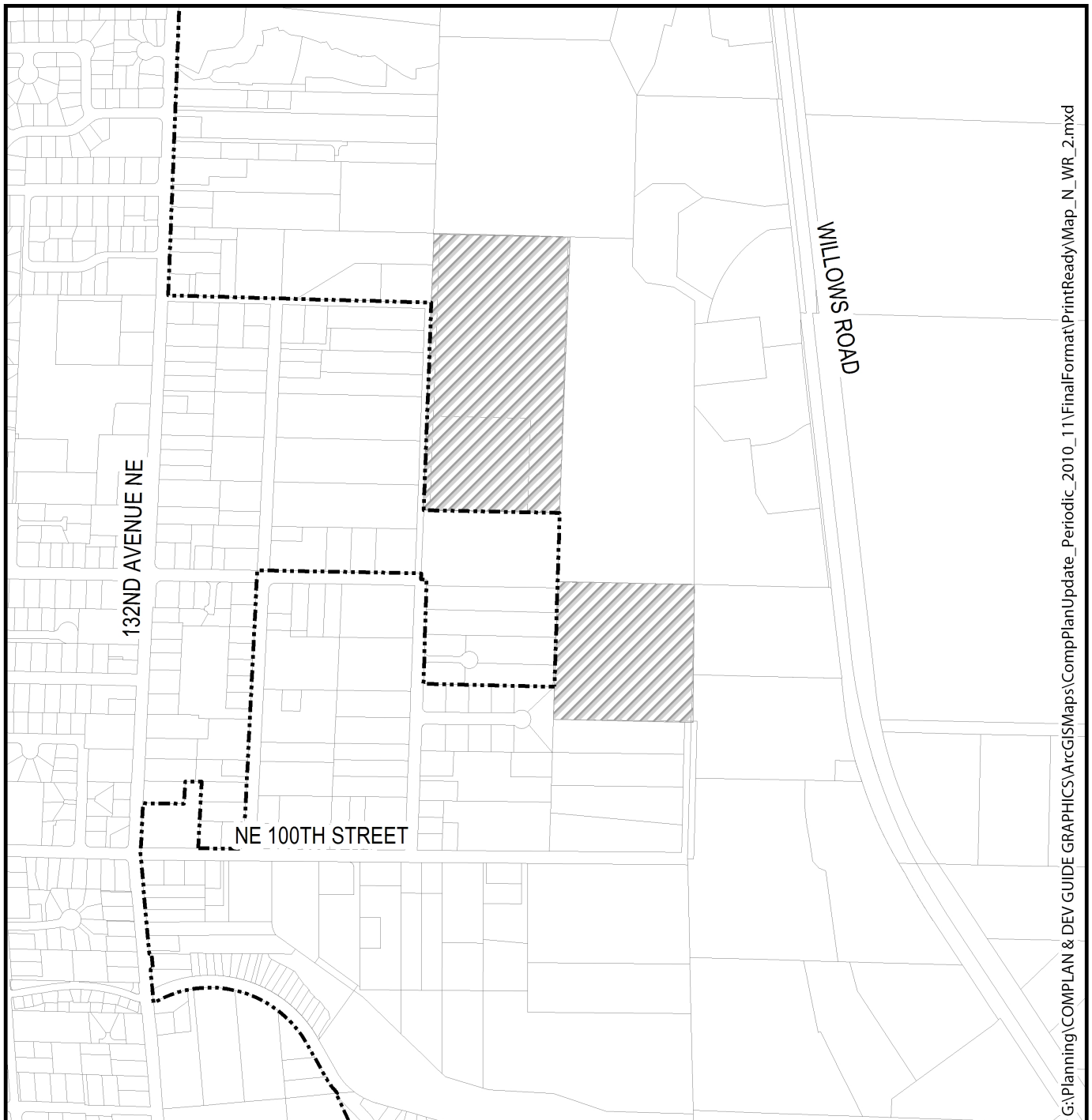
N-WR-H-5 Sidewalks and walkways in the Willows/Rose Hill Neighborhood shall be designed to include a planting strip or other appropriate buffering between motorized and nonmotorized uses to improve safety for pedestrians.

Neighborhood residents have expressed concern about dark intersections and support improving street lighting to minimize opportunities for vehicular or pedestrian conflicts, particularly at intersections and crossings. In other locations, residents prefer pedestrian-scale lighting to help improve the appearance of street lighting and to provide lighting at a scale appropriate for people walking along the street.

N-WR-H-6 The City shall pursue improved street lighting in the Willows/Rose Hill Neighborhood to help avoid pedestrian and vehicular conflicts, while minimizing light trespass into the night sky.



N-WR-H-7 Pedestrian-scale lighting should be provided on public streets in new short plats and subdivisions in the Willows/Rose Hill Neighborhood.

Kirkland's city limits extend to the east right-of-way line of 132nd Avenue NE. However, the safety, function and character of 132nd Avenue NE and Redmond Way/NE 85th Street are of concern to existing and future residents in both cities. Redmond and Kirkland



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Legend

-  Residential Zoned Properties Taking Access From Willows Road
-  City Limit

MAP N-WR-2 RESIDENTIALLY-ZONED PROPERTIES ACCESSING FROM WILLOWS ROAD

Effective: September 21, 2006

0 500 1,000 1,500
Feet



have a history of working together on land use, transportation and other issues. This relationship should be expanded and formalized to address transportation issues of common concern through periodic joint meetings, an interlocal agreement or other systematic means.

N-WR-H-8 The Cities of Redmond and Kirkland should systematically work together, with the involvement of area residents and property owners, to plan for and implement improvements for transportation facilities that affect both cities. This work should include establishing milestones and reviewing progress towards meeting them.

People who live, work or own property in the neighborhood provided input on needed transportation improvements through meetings and surveys. The Citizens Advisory Committee reviewed a list of approximately fifty improvements and recommended eight as top priorities.

N-WR-H-9 Table H-1 identifies the Willows/Rose Hill Neighborhood's highest priorities for pedestrian safety and traffic management improvements. The City and the Willows/Rose Hill Neighborhood should work cooperatively to implement priority improvements through City grant programs and coordination with transportation staff. The City and a representative neighborhood group shall periodically review progress and update this list of neighborhood proposed needs and solutions with the involvement of the Willows/Rose Hill Neighborhood.

Table H-1: Willows/Rose Hill

Neighborhood Highest-Priority Pedestrian Safety and Traffic Management Improvements

Improve Pedestrian Safety

The goals of the improvements below are to improve safety for pedestrians by providing sidewalks and walkways that are separated from motorized traffic and to promote opportunities to walk to schools, parks, trails, transit stops, workplaces and other destinations within or near the neighborhood.

- Improve 132nd Avenue NE to enable pedestrians and bicyclists to safely cross the street to access destinations, such as Lake Washington Technical College and Mark Twain School and Park. Support the City of Kirkland's plan to add a traffic signal at NE 100th Street. Additional locations recommended for improved crossings are the vicinity of NE 95th Street, NE 104th Street and NE 114th Street. Among suggested improvements are lighted crosswalks, crossing flags and improved signage.
- Improve Willows Road to enable pedestrians and bicyclists to safely cross the street at several locations to gain safer access to businesses, transit stops, and existing and planned trails. Among the potential improvements are crosswalks with pedestrian- actuated signal or grade-separated crossings.
- As part of new and improved streets in NE Rose Hill, include walkways that are separated from traffic to improve safety for pedestrians.
- Along both sides of Redmond Way provide sidewalks that are separated from traffic, for example by a planting strip, to improve safety for pedestrians and support transit use.
- Support the City of Kirkland's plan for 132nd Avenue NE to provide sidewalks along the east side of the street that are separated from traffic by a planting strip.

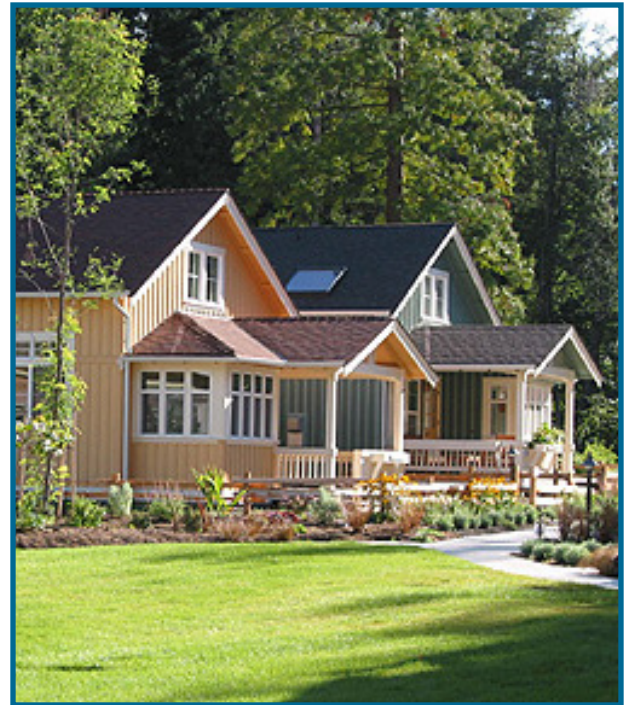
Traffic Calming and Management

The goals of the improvements below are to promote driving at safe speeds in the neighborhood, to reduce the opportunities for traffic accidents, and to maintain reasonable access for residents turning onto and off of arterials by managing the traffic flow.

- Improve the intersection of I 42nd Avenue and Redmond Way to address issues of limited visibility and access for vehicles turning left onto Redmond Way.
- Manage the speed and flow of traffic along I 32nd Avenue NE to maintain reasonable access for residents turning onto and off of this street and to improve safety. Among the recommended improvements are:
 1. Install a traffic signal at NE 100th Street and other locations as warranted to provide more breaks in north-south traffic and to enable access onto or off of this street from nearby residences.
 2. Periodically use a speed monitoring display board to remind drivers of speed limits. Particular areas of concern include the portions of I 32nd Avenue NE between Redmond Way and Mark Twain Park and near Lake Washington Technical College.
 3. Make other improvements to manage traffic flow and improve the visual quality of the street, such as turn lanes, landscaped medians and additional street trees.
- Improve the safety of traffic speeds along Willows Road, particularly during non-peak hours. Recommendations include:
 1. Make the speed limits in the north and south portions of the street consistent at 35 mph.
 2. Use speed monitoring display boards and enforcement to deter drivers from exceeding speed limits.



I 32nd Ave NE



Cottage housing

NE Rose Hill Subarea Transportation Policies

Most streets in the NE Rose Hill Subarea are developed in a grid pattern and help to provide multiple access ways through the area. This pattern of connections should be continued and enhanced as part of new development to promote vehicle circulation and pedestrian linkages. Having multiple access ways is particularly important in the event of an emergency, whether it is an areawide emergency, such as a pipeline failure, or an emergency involving personal property or illness. As development occurs, additional connections, such as between NE 104th Street and NE 108th Street, may be needed to provide multiple access ways.

N-WR-H-10 New residential developments in the NE Rose Hill Subarea shall facilitate pedestrian and vehicle connections by providing convenient walkways and by designing new and improved streets to enhance the existing street grid as shown in Map N-WR-3. NE 100th Street shall not be extended through to Willows Road due to the presence of high Landslide Hazard Areas within this corridor.

Residents of NE Rose Hill have indicated through public meetings and surveys that they prefer a more rural street standard that includes narrow streets, landscaped drainage swales and walkways. Included among the reasons for this preference are desires to better integrate new development with the existing development character, to reduce the amount of impervious surface and stormwater runoff, and to achieve a more rustic and less finished look. Residents are also seeking improved pedestrian safety through slower traffic speeds and adequate separation between walkways and motorized traffic. The design and improvement of such streets are described in the following policies.

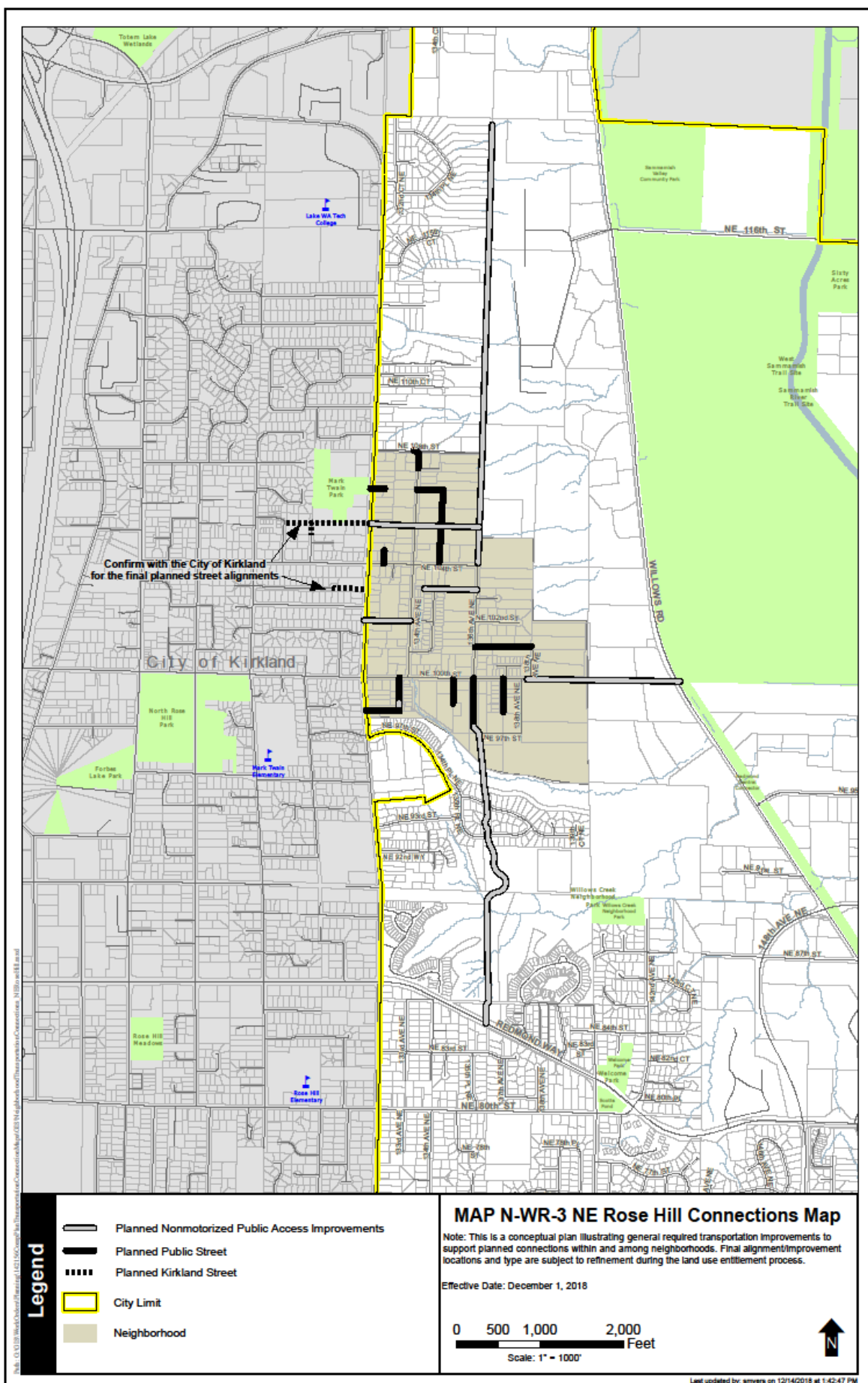
N-WR-H-11 New and improved streets in the NE Rose Hill Subarea

shall be built per the standards contained in RZC Appendix 2: Construction Specifications & Design Standards for Streets and Access. These streets shall be characterized by the following features:

- Narrow street widths designed to serve local access needs and to reduce the amount of impervious surface.
- Pedestrian walkways.
- Landscaped drainage swales designed at a minimum to convey stormwater and to provide a natural-looking and informal landscaped edge that separates walkways from vehicle lanes. Subdivisions should include, and short subdivisions are encouraged to include, drainage swales landscaped to enhance stormwater quality and control.

N-WR-H-12 Drainage swales associated with new and improved streets shall be landscaped for the purposes of improved stormwater quality and optimal appearance. Plantings shall be appropriate for the function of the stormwater facility. The City shall provide guidelines to inform residents how to maintain swales.

Ord. 2789; Ord. 2492; Ord. 2128; Ord. 2125; Ord. 2080; Ord. 2026; Ord. 1984; Ord. 1929; Ord. 1847



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